Installation manual

Simrad ES200-7CD

200 kHz split-beam deep water transducer

Simrad ES200-7CD

Installation manual

This document provides a general description of how to install the Simrad ES200-7CD Split-beam transducer. The information must be regarded as general guidelines and recommendations only. The installation shipyard must design and manufacture installation hardware to fit the ES200-7CD transducer on each individual towed body.

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Warning

The equipment to which this manual applies must only be used for the purpose for which it was designed. Improper use or maintenance may cause damage to the equipment and/or injury to personnel. The user must be familiar with the contents of the appropriate manuals before attempting to operate or work on the equipment. Simrad disclaims any responsibility for damage or injury caused by improper installation, use or maintenance of the equipment.

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If you require maintenance on your Simrad equipment, contact your local dealer. You can also contact Simrad using the following e-mail address:simrad.support@simrad.com. Consult our web site www.simrad.com for a list of our dealers and distributors, as well as information about other Simrad products.

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INTRODUCTION

The purpose of this manual is the provide the basic information required to install the Simrad ES200-7CD Split-beam transducer.

Note that although drawings are provided to explain the installation principles, the manufacturer of the towed body must provide the final drawings required to fit the transducer.

Transducer order number: **KSV-207134**.

Caution

The transducer must never be lifted free of the water surface while the echo sounder is operational.

Transducer installation

The next chapter in this manual provides general guidelines for transducer installation. The drawings specific for the ES200-7CD transducer are located in the *Drawing file* on page 18.

Technical specifications

Refer to the *ES200-7CD Product specification*.

Connector

The ES200-7CD transducer is fitted with a Burton 8–pin female connector, type 5501–2008.

Additional parts

The following items can be supplied by Simrad to facilitate installation:

- **Mounting ring**: Order number ES2–204464
- **Clamping ring**: Order number ES2–200879
- **Transducer cable** (for extension): Order number 642–078215
  - Note that this cable is NOT suitable as a tow cable!

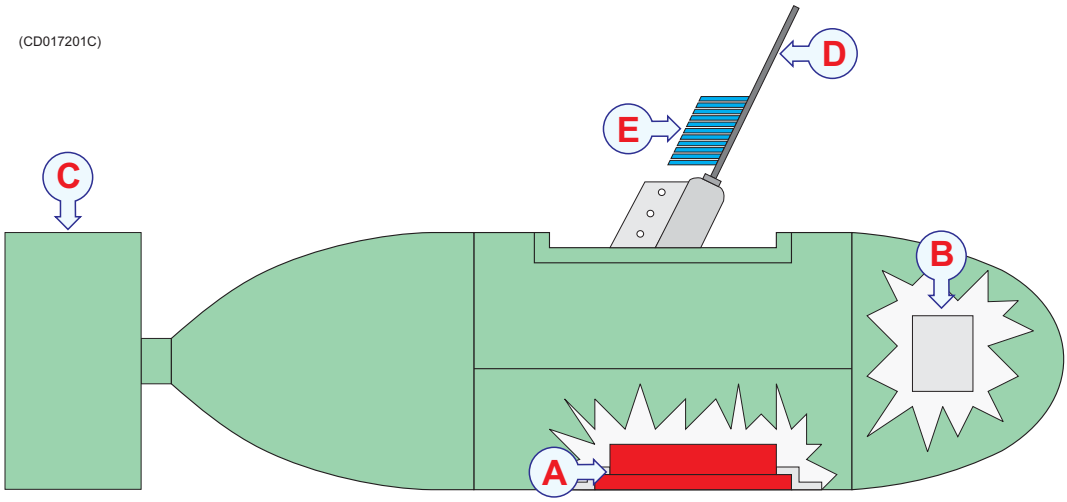
The following parts must (if required) be provided by the installation shipyard:

- **Male bulkhead connector**: 8–pin Burton 5500 Series (www.burtonee.com)

TOWED BODY DESIGN

The towed body used to hold the ES200-7CD Split-beam transducer is not provided by Simrad. The design and manufacturing of such a body must be made by your own organisation, or by a third party you wish to engage to do this. During the design phase, the following considerations must be made.

Figure 1 Example, towed body



(A) = Transducer mounted through the body plating by means of a mounting ring

(B) = Watertight compartment with transceiver electronics

(C) = Tail fin

(D) = Tow line with built-in cables for power supply, control and data transfer (ethernet)

(E) = Fairings

Location of transceiver electronics

If your towed body design comprises a watertight compartment, you may choose to install the transceiver circuitry inside the towed body. In order to do so, you must install watertight sockets on the bulkhead in order to connect the transducer cable(s), control and data transfer (ethernet) and operating power.

By using a this arrangement, you avoid the signal loss you may experience using a long transducer cable.

Depth

The upper water layers of the sea contain a myriad of small air bubbles created by the breaking waves. In heavy seas the uppermost 5 to 10 metres may be air-filled, with the highest concentrations near the surface. Air bubbles absorb and reflect

the sound energy, and may in worst cases block the sound transmission totally. Therefore, design the towed body so that it can operate in deep water.

Caution

Observe the maximum operational depth of the transducer. Do not exceed this limitation.

Do not allow the towed body to hit the sea bed. This may inflict permanent damage to the transducer(s).

Noise from protruding objects on the body

Objects protruding from the towed body, such as zinc anodes, sonar transducers or even a rudder or a keel, may generate turbulence and flow noise. Holes and pipe outlets are also possible noise sources, as these may act as resonant cavities amplifying the flow noise at certain frequencies. Do not place an echo sounder transducer in the vicinity of such objects, and especially not close behind them.

For the same reason, it is very important that the body area adjacent to the transducer face is as smooth and level as possible. Even traces of sealing compound, sharp edges, protruding bolts or bolt holes without filling compound will create noise.

Inclination of the transducer face

Ideally, the transducer face should be mounted in parallel with the sea surface when the towed body is in normal trim, as this will provide the most accurate echo information. However, it is also very important that the water flow over the transducer face is laminar.

In order to ensure laminar flow, the transducer face may be tilted slightly upwards in relation to the water flow. This allows the flowing water to meet the face directly, and assures laminar flow. The inclination angle must however be determined carefully. The angle must be small on transducers with narrow beam angles. As a rule of thumb, mount transducers with beam angles smaller than seven degrees with minimum inclination angle. The smaller beam angle your transducer has, the smaller the inclination angle can be.

Ensure that you do not mount the transducer with a negative inclination angle. This may cause turbulence under the transducer face, and reduced echo sounder performance.

INSTALLATION PRINCIPLES

Transducers designed to withstand large water pressure are provided for use in towed bodies. The recommended installation method is through the hull plating hull using mounting and clamping rings. The installation arrangement on the towed body must be designed by the manufacturer of the towed body to fit its shape and characteristics.

Mounting and clamping rings

Circular transducers may be provided with mounting and clamping rings, or with drawings to allow for local production of these. The mounting ring is welded to the hole in the towed array, while the clamping ring fits around the edge of the transducer body. Bolts through the clamping ring into the mounting ring will then secure the transducer between them. Note that all split-beam transducers use direction guides to allow correct mounting.

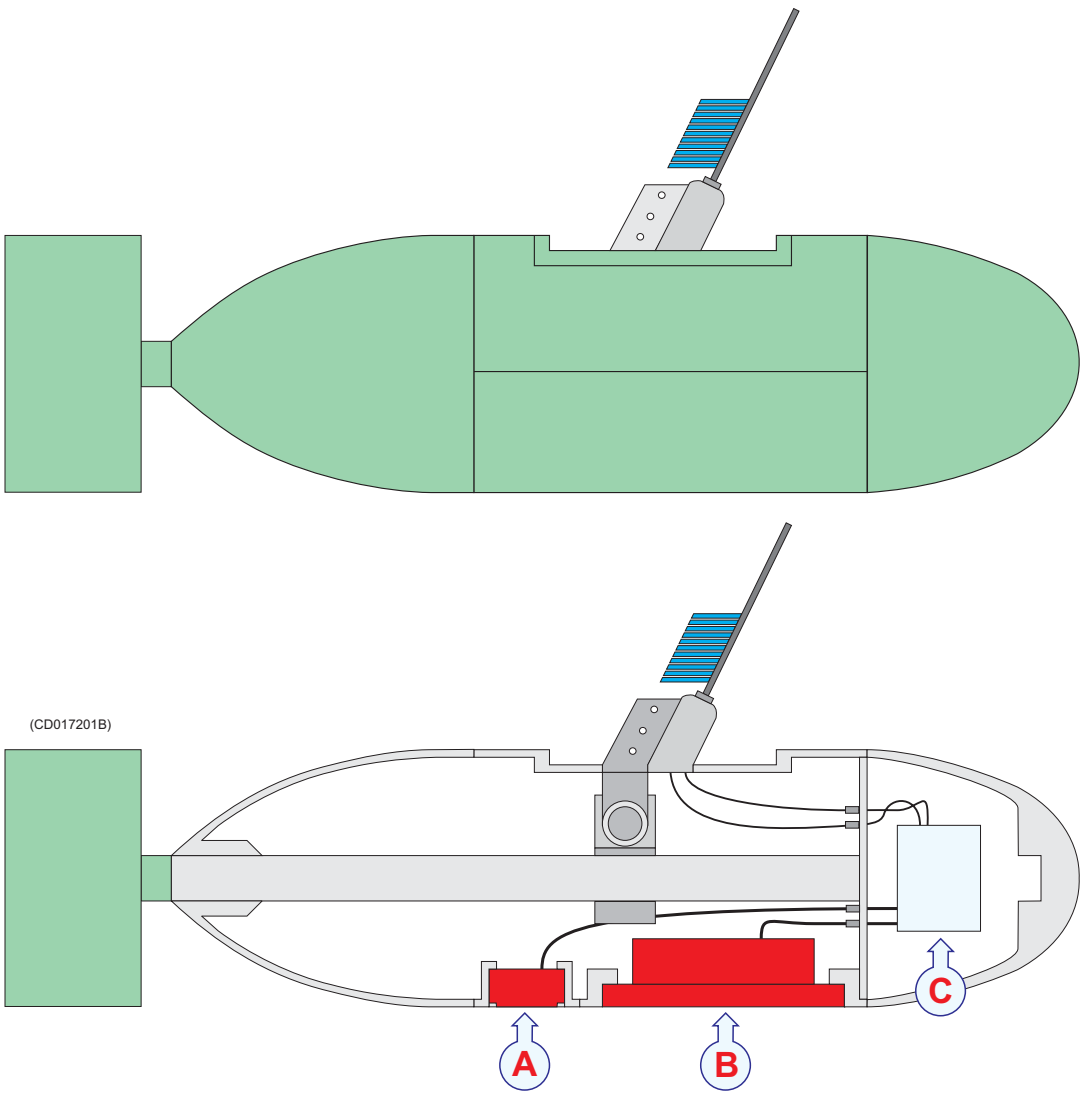
Smooth surface

Mounting screws or bolts must not be extruding from the vehicle. Ensure that the surface of the transducer face, the vehicle, the vehicle plating and putty around the transducer is as even and smooth as possible. Obstructions on these surfaces will create problems with the water flow.

Example: Dual transducer arrangement

The illustration below shows a typical through the hull installation of small and large circular transducers on a towed body.

Figure 2 Dual transducer arrangement



(A) = Small transducer

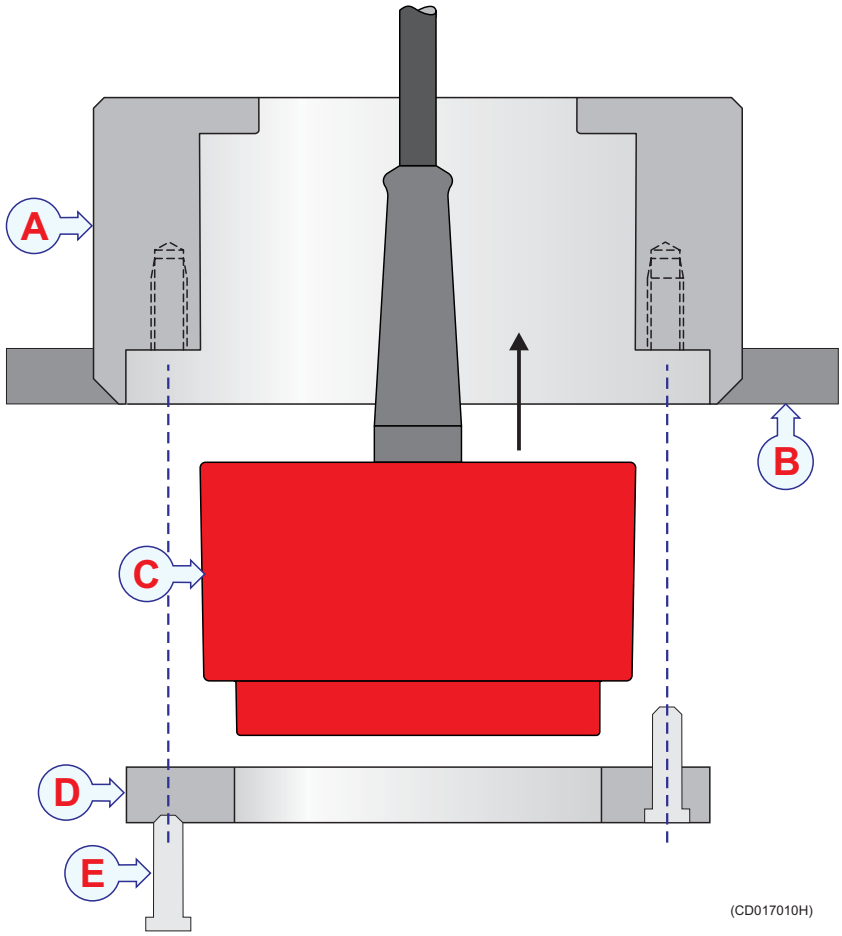
(B) = Medium or larger transducer

(C) = Electronic equipment in watertight compartment

Example: Small transducer

The illustration below shows the installation principle of a small circular transducer using clamping and mounting rings.

Figure 3 Installation principle, small transducer



(A) = Mounting ring

(B) = Hull plating on towed body

(C) = Transducer

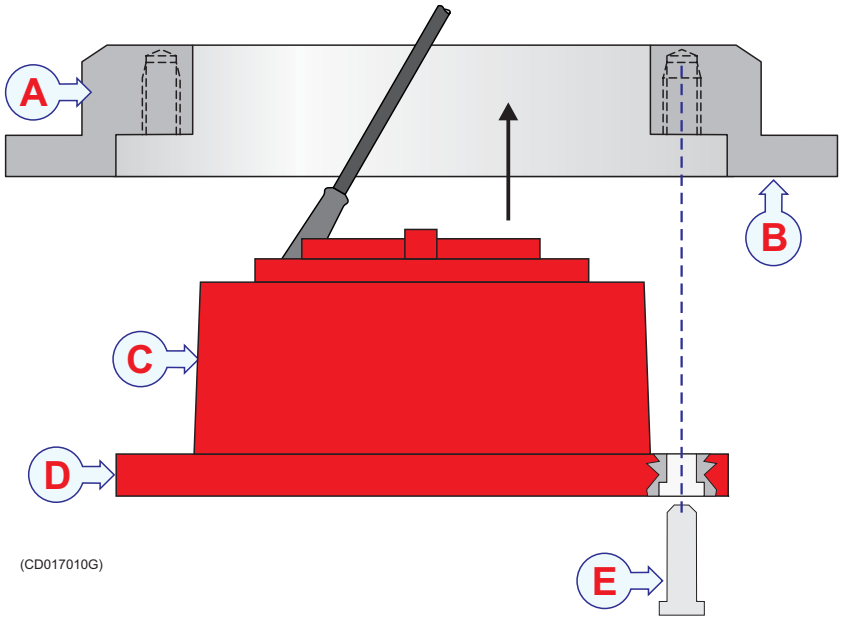
(D) = Clamping ring

(E) = Bolt

Example: Medium and large transducers

The illustration below shows the installation principle of a medium or large transducers. Note that a clamping ring is not required, as the transducer body is shaped to facilitate this function.

Figure 4 Installation principle, medium and large transducers



(A) = Mounting ring

(B) = Hull plating on towed body

(C) = Transducer

(D) = "Clamping ring" functionality facilitated by transducer body

(E) = Bolt

HANDLING AND MAINTENANCE

You MUST observe the following rules for handling, maintenance and painting.

Topics

Rules for transducer handling on page 12

Approved anti-fouling paints on page 13

Using self-locking taps on page 14

Rules for transducer handling

Note

Do not *lift the transducer by the cable.*

Do not *expose the transducer to direct sunlight.*

Do not *expose the transducer to excessive heat.*

Transport protection

Some transducers are delivered with a cover plate on the face for protection during transport. Let this plate stay on as long as possible, but do not forget to remove it before the vessel goes into the sea.

Painting

An anti-fouling paint may be applied to the transducer face. Because some paint types may be aggressive to the polyurethane in the transducer face, please consult Simrad's list of approved paints. See *Approved anti-fouling paints* on page 13.

Cleaning

The transducer face may be cleaned for shells and other marine fouling. Be careful not to make cuts in the transducer face. Use a piece of soft wood or a very fine grade emery paper.

Approved anti-fouling paints

This is Simrad's list of approved antifouling paints on polyurethane transducer housing.

Jotun

Head office address: P.O.Box 2021, N-3248 Sandefjord, Norway

Website: www.jotun.com.

1 Racing

2 Non-stop

3 Safeguard Universal primer (125 micron) with Antifouling SeaQuantum Ultra (125 micron)

4 Antifouling Seaguardian

International Marine Coatings

Address: World-wide offices

Wesite: www.international-marine.com.

1 Intersleek tie coat + 425 FCS

- BXA386/BXA390/BXA391 Grey
- HKA563/HKA570/HKA571 Yellow
- Mix BXA386, BXA390 and BXA391 first, then apply. When dry, mix HKA563, HKA570 and HKA571, apply.

2 Intersmooth 360 Ecoloflex SPC

3 Micron Ekstra

Hempel IFA Coatings

Head office address: Hempel A/S, Lundtoftevej 150, Kgs. Lyngby, DK-2800 Copenhagen, Denmark

Website: www.hempel.com.

1 Hempel A/F Classic 76550

Note

Refer to the manufacturer's documentation and data sheets for a complete procedure.

Using self-locking taps

Screw connections are generally made so that they can be loosened again. However, accidental loosening, especially under dynamic stress, must be avoided. For this reason it is often necessary to use additional locking devices. These are often expensive, they can be used once only, or react critically to temperature changes.

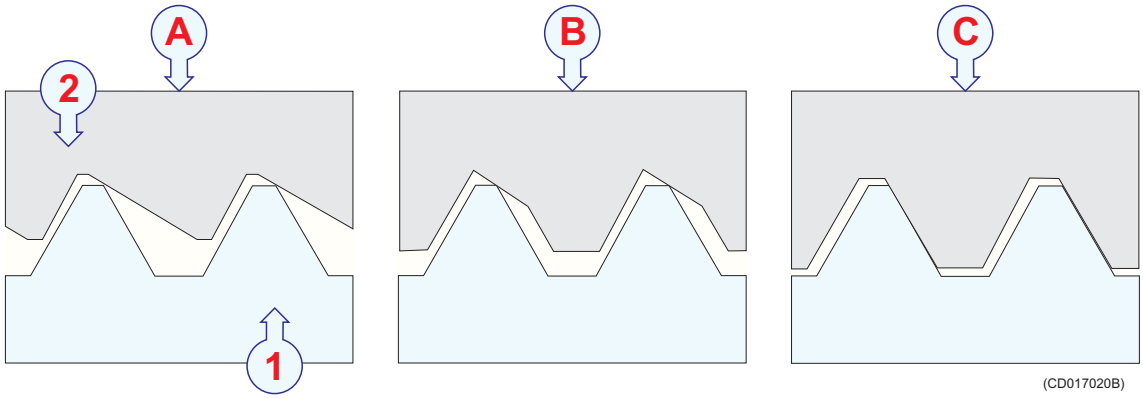
Note

This section is a reprint of procedure 842–202125.

Introduction to Emuge self-locking threads

Emuge self-lock is a bolt design with an integrated locking feature. Standard metric bolts are used. The internal thread provides a self-locking connection, which can be used repeatedly. It is not necessary to involve a secondary locking device (e.g. chemical, nylon or mechanical). The **Emuge self-lock** bolts withstand vibrations better than standard (metric) threads, because the thread contact stops the sideways movement. The special design of the internal thread profile also provides a more even distribution of the tightening stress over the whole thread length. The assembly is just as easy as with a normal (metric) thread. There is no general applicable standard (e.g. DIN standard) for the **Emuge self-lock** thread.

Figure 5 Example, internal and external threads



(A) = Emuge's saw-tooth profile up to pitch P ≤ 0.7 mm

(B) = Emuge's saw-tooth profile up to pitch P ≥ 0.7 mm

(C) = Standard thread

(1) = External thread

(2) = Internal thread

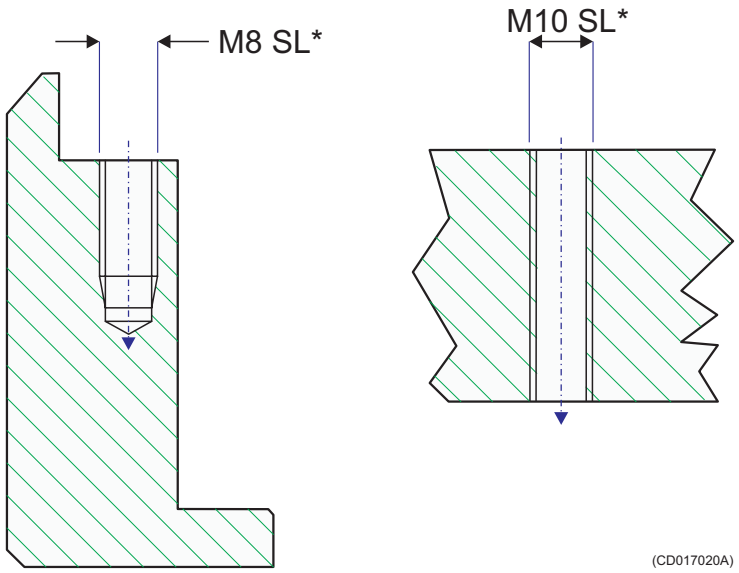
The advantages of using **Emuge self-lock** thread include:

- The thread locking feature is integrated in the internal thread
- Modified profile with ramp surface in the direction of stress
- 30 degree ramp surface provides self-locking effect
- Easy assembly
- No assembly errors (forgetting the locking device) possible
- Use of standard external threads (screws) with tolerance class “medium”
- Even distribution of stress over the whole thread length
- No stripping of threads
- Economically efficient locking system, no additional components are necessary
- Undiminished holding power even under dynamic stress
- Repeated loosening and re-tightening without loss of function
- Internal threads can be produced with **Emuge** taps, cold forming taps or thread mills
- Larger thread hole diameters, i.e. increased tool life for threading tools
- Larger tolerances for thread hole diameters

Drawing standard

Whenever self-locking threads are required, this is shown on the technical drawing. In the case of tapping through holes, the arrow at the end of the center line illustrates the screw-in direction of the bolt.

Figure 6 Drawing examples, self-locking thread



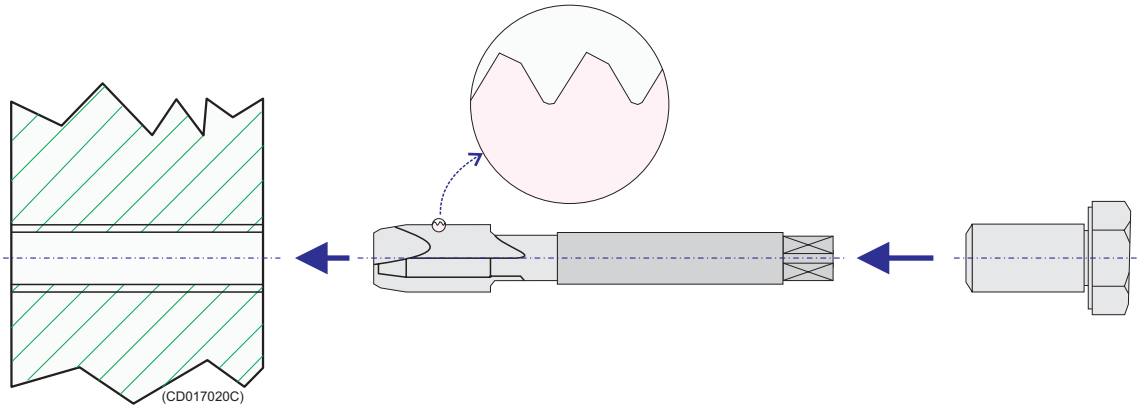
The drawing is normally provided with the following text (or similar):

Note: The self-lock threads marked with SL must be made in accordance with procedure 842–202125. Drill diameters for threads differ from standard. Self-lock taps can be supplied by Simrad.*

Taps

The pretension locking thread self–lock (taps) from manufacturer **Emuge** must be used.

Figure 7 Example of use



Note

*In the case of tapping through holes it is important that the profile of the **Emuge self-lock** threads is in the correct direction compared with the entering direction of the bolt.*

Gauge

Use **Emuge self-lock** gauges. Note that the gauge must be used in the correct direction.

Self-lock taps provided by Simrad

The following self-lock taps are on stock at Simrad, and can be ordered from us.

Threads	Drill diameter for threads	Part.no
M6	ø5.2	700-078838
M8	ø7.0	700-078531
M10	ø8.8	700-078408
M12	ø10.7	700-078409
M16	ø14.5	700-078410

Supplier and manufacturer

Norwegian supplier is:

Tingstad AS, P.O.Box 83, Kalbakken, 0902 Oslo, Norway

http://www.tingstad.no

Manufacturer is:

EMUGE-Werk Richard Glimpel, Nurnberger Strasse 96-100, D-90607 Lauf, Germany

http://www.emuge.de

DRAWING FILE

This chapter contains relevant drawings related to the electrical and physical installation of the ES200-7CD Split-beam transducer.

Note

The mechanical drawings are for information and guidance only. They are not in scale. All dimensions are in mm unless otherwise is noted.

Observe the 17 Nm maximum torque if the M8 bolts are used.

The original installation drawings are available on PDF and AutoCad format. Refer to the product CD, or visit www.simrad.com to download.

Drawings

Deep water, split beam transducer on page 19

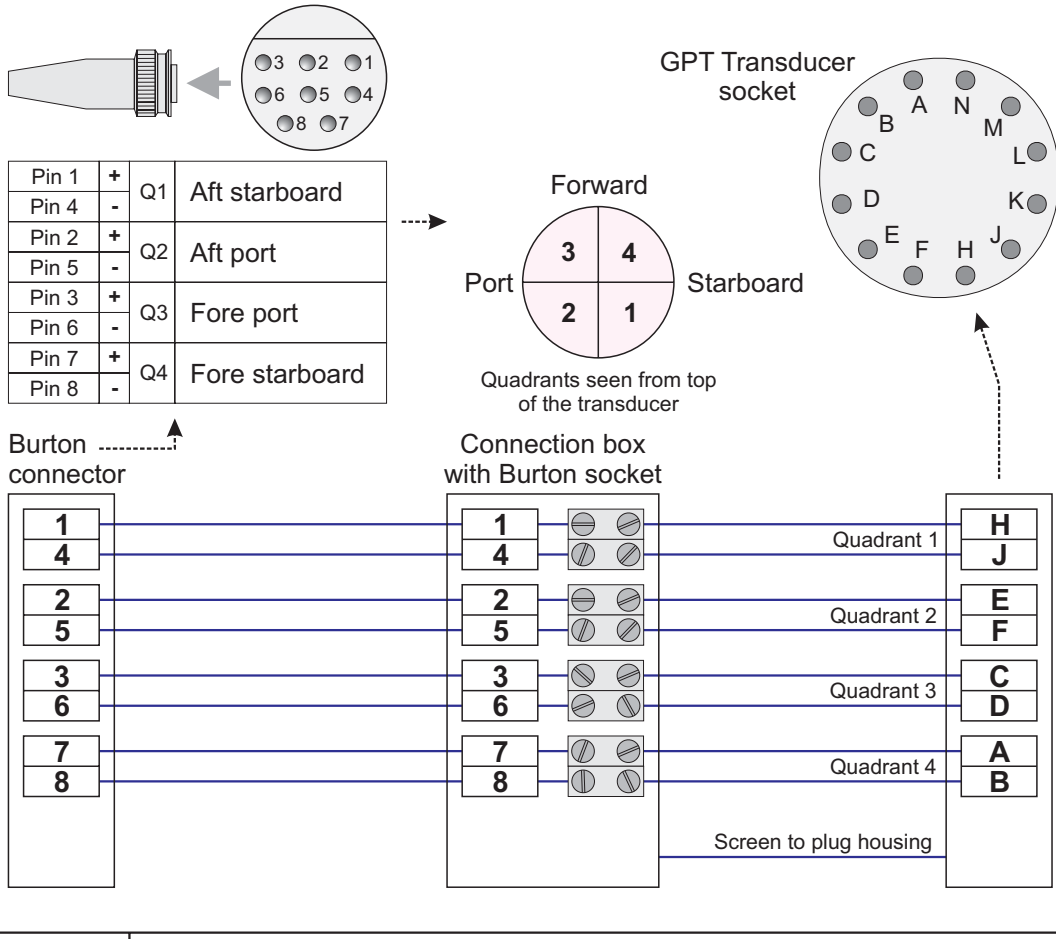
Outline dimensions on page 20

Mounting ring on page 21

Clamping ring on page 23

Deep water, split beam transducer

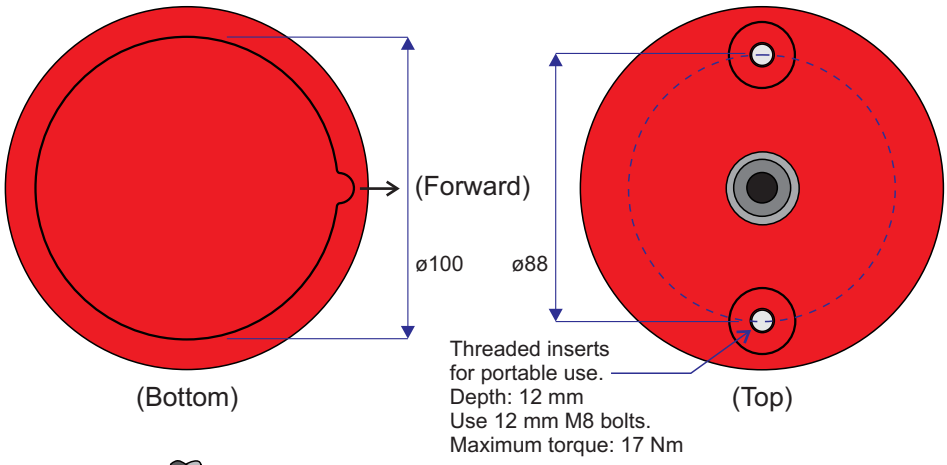
This is the termination of the transducer cable from a deep water transducer. This transducer is designed to be used towed bodies. The cable is equipped with a watertight connector. The other end of the cable is permanently fixed to the transducer.

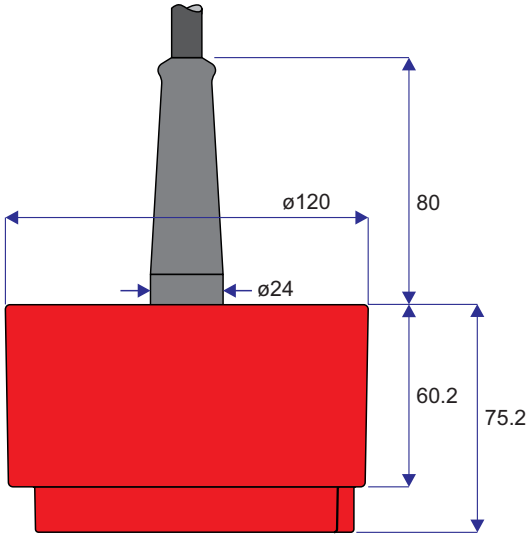


W802-11 Rev.A	Deep water transducer, termination

If you need to splice the transducer cable, it is very important to use the correct cable, and to avoid ground loops. We strongly recommend the use of a junction box. We also recommend that you install the “dry part” of the transducer cable in a steel conduit.

Outline dimensions





Weight without cable: 4.2 kg
Cable length: 1.5 m
Connector: 8-pin Burton

Note:
All measurements are in mm.
The drawing is not in scale.

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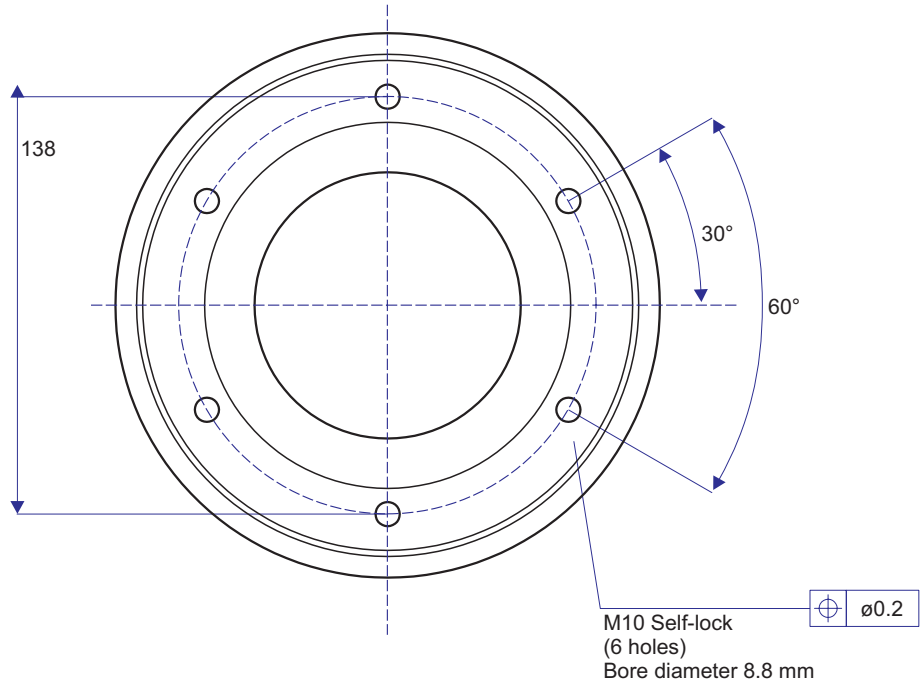
834-207133 Rev.A

Mounting ring



Material:
Steel tube, ST.52-3N (DIN 17121), ø193.7/ø83.7 x100

Surface treatment:
Sand blasted to SA 2.5, one coating of red ferric oxide primer

M10 Self-lock taps:
Refer to specific description. Self-lock taps can be provided by Simrad.

Note:
All measurements are in mm.
The drawing is not in scale.

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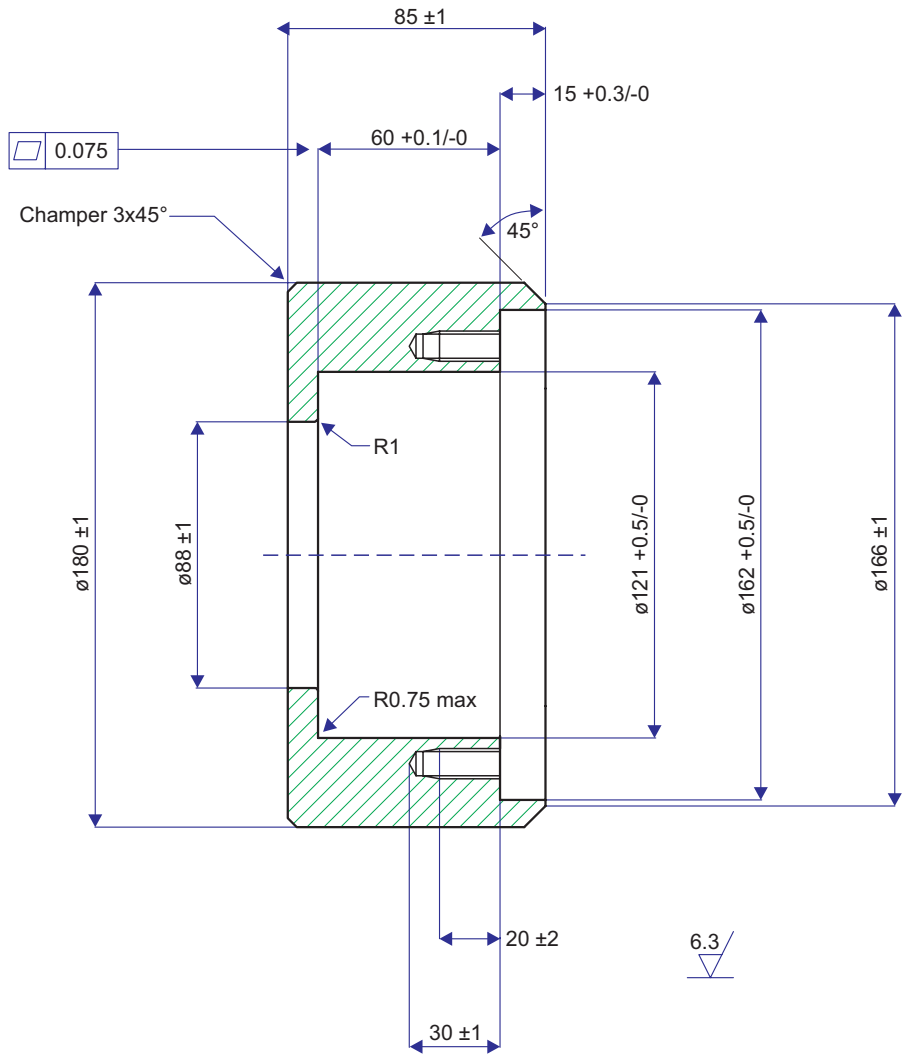

Note:
All measurements are in mm.
The drawing is not in scale.

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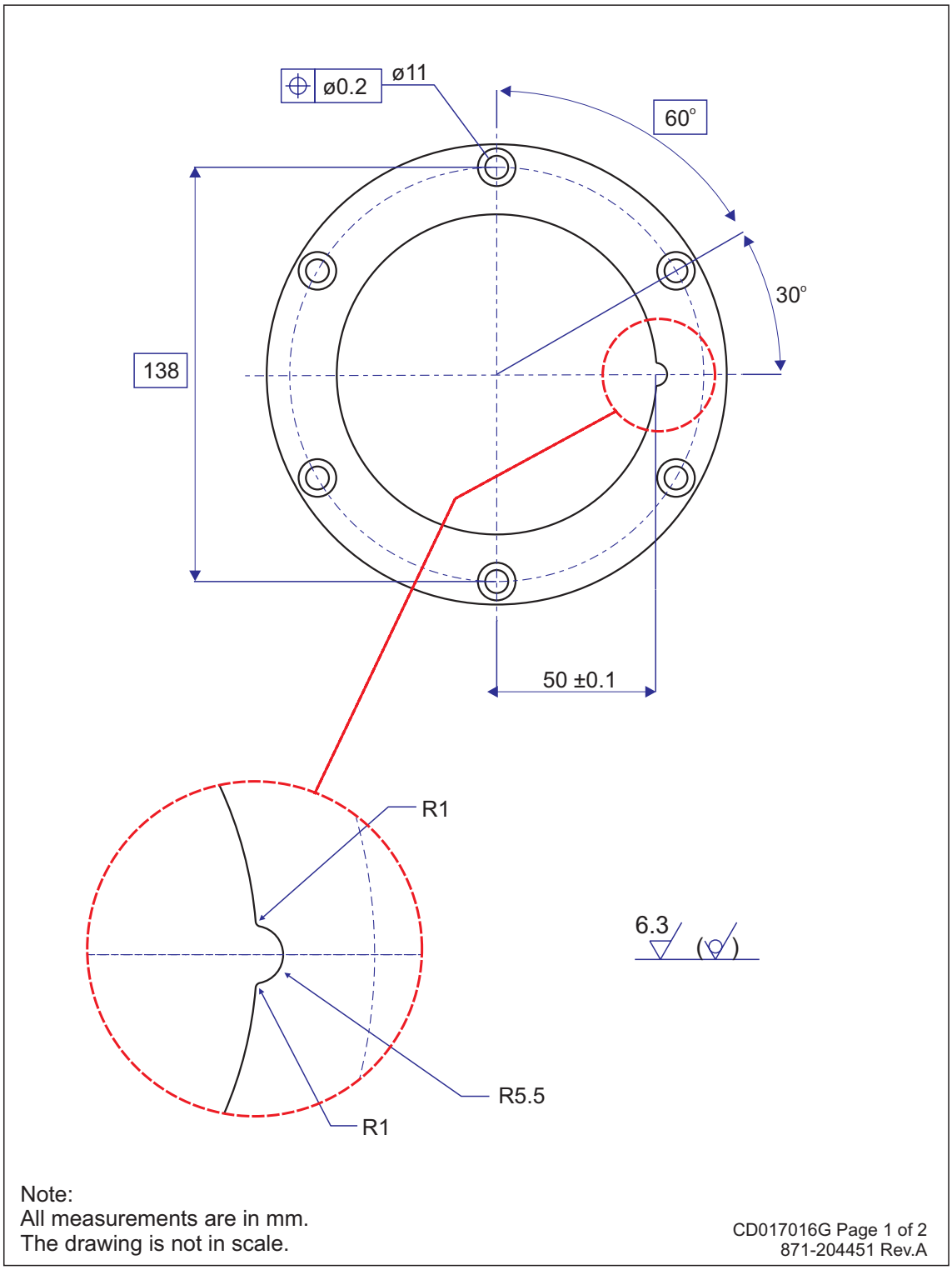
Clamping ring



Note:
All measurements are in mm.
The drawing is not in scale.

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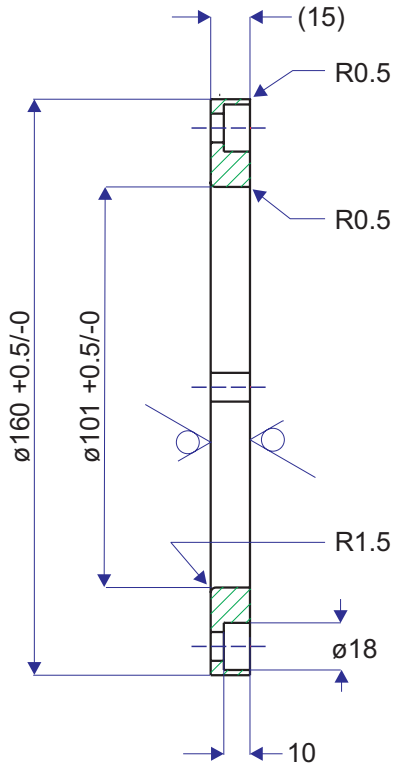

Material: 15 mm steel plate, St37/St52

Note:
All measurements are in mm.
The drawing is not in scale.

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